

TO  
INSURE YOUR EYES  
AGAINST  
THE GLARE  
YOU SHOULD WEAR  
CROOKES GLASSES.  
N. LAZARUS  
OPHTHALMIC OPTICIAN.  
30, Queen's Road Central, Hongkong.

# The China Mail

ESTABLISHED 1846

SEEKS ABOUT  
YOUR NEW  
MOTOR  
BOAT.  
ALEX. ROSS & CO.  
34, Des Voeux Rd. C.

June 25, 1920, Temperature 81.

Rainfall 0.47 inch.

Humidity 88.

June 25, 1919, Temperature 54

No. 17,986.

五拜禮

號五廿月六年十二百九千一英

HONGKONG, FRIDAY, JUNE 25, 1920.

日十初月五申庚大歲年九國民華中

PRICE \$3.00 Per Month

## BUSINESS NOTICES

### DEWAR'S WHITE LABEL SCOTCH WHISKY

Price \$20 per Case ex Bond  
delivered to Ship.  
\$28 per Case Duty paid.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,  
Wine and Spirit Merchants,  
Telephone No. 618.

### DRAGON MOTOR CAR CO.

(THE EUROPEAN GARAGE)  
CARS FOR HIRE IN HONGKONG AND KOWLOON.  
Agents in South China for:  
Hudson, Essex, Dodge Brothers and Siddeley-  
Armstrong Motor Cars, Denby Motor Trucks  
and U. S. Tyres.

GARAGE AT 41 DES VOEUX ROAD. TEL. 482. GARAGE AT 36 NATHAN RD. KOWLOON.

### THE BON TON

LADIES' TAILORS AND OUTFITTERS.  
CHINESE PONGEE, CREPE AND OTHER  
SILK AND PIECE GOODS, OUR SPECIALTY.

Main Store and Showrooms - 37, Queen's Road Central.  
Tailoring Department - 1, 3, & 5, Chin Lung Street.  
PHONE 928. CABLE "BONTON."

THE MOTOR UNION INSURANCE COMPANY, LIMITED.  
AND  
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.  
FIRE, MARINE, LIFE AND MOTOR ACCIDENT.  
For Rates and Particulars apply to the General Agents  
UNION TRADING CO., Prince's Building.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.  
Established 1883.  
MANUFACTURERS OF

### PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE. CABLE LAID 5" to 15" CIRCUMFERENCE. 4 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.  
Fries, samples and full particulars will be forwarded on application to  
Shewan, Tomes & Co. General Managers

### GREEN ISLAND CEMENT CO., LD. PORTLAND CEMENT.

In Casks of 375 lbs. net.  
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.  
GENERAL MANAGERS

ALEXANDRA BUILDING, HONGKONG. TEL. No. 2842.

DONNELLY & WHYTE.  
WINE MERCHANTS.  
TEL. No. 656.

## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

PARLIAMENT IN SESSION.

LONDONDERRY COMPARATIVELY QUIET.

LONDON, June 23.  
In the House of Commons, Mr. Denis Henry stated that information had been received this morning that Londonderry was comparatively quiet. During the night civilians fired occasional shots, but it was not necessary for the troops to fire. All was quiet at 10 o'clock this morning.

HUNGER-STRIKERS TO FACE CONSEQUENCES.

Replying to Mr. Ashley, Mr. Bonar Law stated that the Government's policy now was that persons convicted of offences in Ireland who hunger-struck must face the consequences of their action.

ANTI-DUMPING BILL NOT DROPPED.

Mr. Bonar Law announced that the Government intended to proceed with the Anti-Dumping Bill, but it would not be possible to introduce it before the recess.

INDIA AND THE LEAGUE.

Replying to Mr. Rees, Mr. Montagu stated that he intended India to be represented at the next international labour conference. The membership of the League of Nations necessarily entailed expenditure by the participating countries. Membership would be very valuable to India.

ASQUITH DECLARES ARMY TOO BIG.

LONDON, June 23.  
In the House of Commons, on the vote of £10,000 on account for the Army, Mr. Asquith, who moved a reduction by £1,000,000, complained of a standing army of 338,000 men 167,000 of whom were employed outside the Empire.

HAS BRITAIN LEGAL FOOTING IN MESOPOTAMIA.

Referring to Mesopotamia Mr. Asquith adhered to his previous conviction that it would be sound policy on both financial and political grounds to withdraw and concentrate the force. He estimated the cost of the operations in Mesopotamia at 35,000,000 for a year. He considered it totally inconsistent if not in fundamental violation of the principles of the League of Nations Covenant that considerations of oil and cotton should determine the policy of the Government. Britain had no legal footing in Mesopotamia. He maintained that the mandate should be confined to parts within reach of the Persian gulf and that Mosul should be placed under native administration.

"A MOST PREPOSTEROUS SUGGESTION."

Mr. Lloyd George strongly denied that there had been any change in the Government's intentions in Mesopotamia. Dealing with Mr. Asquith's argument for withdrawal, he declared that if we had cleared out of Mesopotamia there would have been civil war. Then when the League of Nations said we have made you mandatory Britain would have to organise another expedition costing £150,000,000 to £200,000,000 to reconquer the country. To say you have only to clear out of Basra until the League of Nations asked you to reconquer the country was a most preposterous suggestion. Mr. Asquith seemed to forget that he was responsible for the Sykes-Picot agreement under which the British was responsible for the whole of the vilayet of Bagdad. The view then was that we should accept responsibility for the whole of Mesopotamia. What possible defence could be made after retirement to the marshy end of Mesopotamia?

THE STRATEGIC BOUNDARY.

Regarding Mosul, continued Mr. Lloyd George, we consider at present that it is essential to the proper administration of Mesopotamia that Mosul should form a part of the country. The leading people of Mosul had petitioned the Government in favour of the unity of Mosul and Mesopotamia and he did not doubt that the Arabs prefer to be treated as a unit. There was the same trade and political unity of race, population, and religion. There was a desert between them and Syria and nothing between them and Bagdad. Earl Kitchener considers the mountains north of Mosul the strategic boundary of Mesopotamia.

Regarding oil, Mr. Lloyd George declared that no arrangements had been made with private companies. The whole of the oil property of Mosul belonged to the Arab State subject to prewar arrangements of Turkey because it was necessary to safeguard the interests of Americans.

THE ULTIMATE GOAL.

It was very undesirable, continued Mr. Lloyd George, that arrangements should be made fettering the Arab states. It was essential that the Arabs should have the oil deposits in Mosul for the development of Mesopotamia. The civil administrations of Palestine and Mesopotamia were both paying the way. He repudiated the idea that the League of Nations might decide who would be the mandatories thereunder. It might be possible to hand over even to Germany the mandates of countries which cost us hundreds of millions to emancipate. President Wilson never advocated that view but the League could consider the mandate if the terms were abused or the natives oppressed. He proposed to take the views of the leaders of the Arab population as to the best methods of establishing government and as soon as the new government was established the expenditure would decrease as the forces necessary would be negligible.

TO ADD LUSTRE AND GLORY TO THE EMPIRE.

Turning to the question of the Dardanelles and the Bosphorus, Mr. Lloyd George said that it was perfectly true that we were undertaking more than we anticipated. He believed France and Italy would be able to contribute an equal share in the course of time. News from Asia Minor was much more favourable than the alarmist telegrams depicted. He did not believe that it would be possible to make any peace in Mesopotamia, or that quarter of the world unless we made it clear that our policy must be carried through, namely the releasing of non-Turkish populations from Turkish sway. Mr. Lloyd George, said in conclusion, that we were working a way out of the difficulties, but we must keep steady. Not a farthing must be spent except to carry out our mission. Then those countries would bless us and we should have done something adding lustre and glory to our Great Empire.

Mr. Asquith's motion was defeated by 235 votes to 50.

THE HOUSE OF LORDS.

LONDON, June 23.  
In the House of Lords, the Duke of York took his seat and was introduced by the Dukes of Connaught and Northumberland. The usual ceremonial was performed. The Queen and Princess Mary, with many peeresses, were spectators in the Peers' Gallery.

## THE DOLLAR.

To-day's closing rate 3 7/8  
To-day's opening rate 3 7/8  
On June 25, 1919 3 5. 15 1/8.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

MERCHANT MARINE ACT.

NEW YORK, June 23nd.  
Leading American traders predict that an ocean rate war would follow the enforcement of the Merchant Marine Act which would be generally welcomed, if the results are a lowering of the excessive passage and freight rates.  
Senator Jones, interviewed, advocated the closest co-operation between shipping and railroads, and declared that America will have to fight hard in the inevitable struggle.

PRESIDENT WILSON.

NEW YORK, June 23nd.  
Mr. J. Shouse, the Kansas City Delegate to the Democratic Convention, in an interview, declared that the nomination of President Wilson for the third term is impossible, owing to the President's health. The announcement is attributed to recent reports that President Wilson desired to be elected a third time.

ONE BIG UNION.

WASHINGTON, June 23rd.  
The leaders of the so-called insurgent workers have summoned a convention of railway workers at Chicago on June 29th for the purpose of perfecting the organization of one big union of railroad workers.

TREASURY APPOINTMENT.

WASHINGTON, June 23rd.  
Mr. Parker Niblett, junior, has been appointed Assistant Secretary to the Treasury.

## BRITISH SHIPBUILDING.

ITS FLOURISHING CONDITION.

An excellent indication of the flourishing condition of the British shipbuilding industry is afforded by the returns just issued by Lloyd's Register for the quarter ended on March 31 last, says *Engineering*. From these it appears that, on that date, there were no less than 865 merchant ships with an aggregate gross tonnage of 3,394,425, under construction in the yards of the country—an increase of over 400,000 tons on the corresponding figure for the December quarter, and of nearly 1,140,000 tons over the figure for the first quarter of last year.

In comparison with pre-war times the present figure shows an increase of nearly 65 per cent. over the tonnage under construction in March, 1913; viz., 2,063,694 tons, which was the record figure for that period. We have also regained our position as the world's greatest shipbuilding nation, the tonnage now building in this country exceeding that under construction in the United States by 821,127 tons. The vessels launched during the quarter, however, show a distinct decrease in comparison with the figures for the December quarter. In the latter period 153 ships, making 459,354 tons, were launched, but in the March quarter only 131 launches took place, and the tonnage of these ships was 454,294.

New vessels put in hand during the March quarter numbered 229, with an aggregate tonnage of 780,031, as compared with 168 vessels having a total tonnage of 603,632 commenced in the last quarter of last year.

THE WORLD'S BUILDING.

Excluding Germany, for which country figures are not yet available, the vessels building abroad number 1,340, and the aggregate tonnage amounts to 4,547,525. Adding to these the figures previously given for Great Britain and Ireland, we get the total number of vessels building for the whole world as 2,205, and the total tonnage under construction as 7,941,950. These figures, when compared with those for the first quarter of 1913, in which the pre-war record for this country was reached, show clearly how the shipbuilding nations of the world are endeavouring not only to replace the shipping lost in the war, but also to make up for the arrested natural development which the war occasioned.

At the end of March, 1913, the vessels building in the whole world numbered 1,007, and the aggregate tonnage amounted to 3,440,910, so that the number of ships now on the stocks is more than double the former figure, and the tonnage has increased by over 130 per cent. It may also be interesting to note that, of the total number of ships now under construction, only 187, with an aggregate tonnage of 140,500, are sailing ships, and that only 30 ships, making 39,613 tons together, are constructed of reinforced concrete. Of the latter class, the vessels building in Great Britain number 41 and have a total tonnage of 4,215.

## BUSINESS NOTICES

### J. T. SHAW

— SPECIALIST IN HEADWEAR —

### SUN HATS

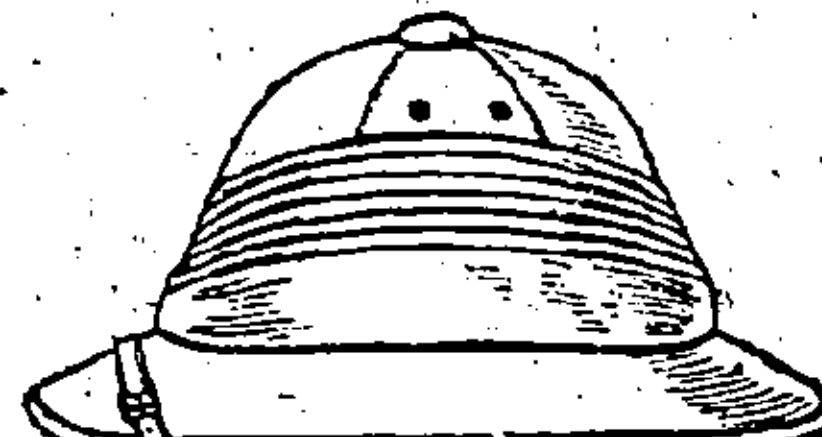
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ELLWOOD, HAWKE AND TRESS.

PRICES

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PRICES

\$6.50

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— GUARANTEED —

RAINPROOF AND SUNPROOF

J. T. SHAW

— TEL. 632 —

TAILOR AND OUTFITTER

NEXT DOOR HONGKONG HOTEL.

### J. ULLMANN & Co.

French Firm, Established 1860.

Quality, Variety, Perfection.

Half Price

for

Sheet Music  
Book Music  
Strings.

CHEAP PIANOS.

ROBINSON PIANO CO., LTD.

THE NEW  
INDIAN  
"SCOUT MODEL"

HAS ARRIVED.

IS YOUR NAME ON THE WAITING LIST  
FOR THIS SUPERLATIVE MOTORCYCLE?

ALEX. ROSS & Co

25, DES VOEUX ROAD - GARAGE KOWLOON

TEL. 27 TEL. 47

ALLSOPP'S  
BRITISH PILSENER BEER  
RAINIER

AMERICAN PALE BEER  
CALDBECK, MACGREGOR & CO., LD.  
15, QUEEN'S ROAD CENTRAL.

THE  
HANDLEY PAGE  
MULTIPLE ENGINED BIPLANES  
HANDLEY PAGE LTD.

Orickwood, London, N. W. 2.

Sole Agents for China:

PEKING SYNDICATE LTD.,

Peking.

Sub-Agents for Hongkong and South China:

W. R. LOXLEY & CO.,

Hongkong.



# LAMMERT BROS.

ADDITIONERS, APPRAISERS  
AND SURVEYORS.

## Public Auctions

MESSRS. LAMMERT BROS. are  
instructed to sell

The Steamship

"JEHANGIR"

Now lying in the Harbour of Hongkong,

under an

Order of the Court

BY

PUBLIC AUCTION

on

MONDAY,

the 28th day of June, 1920, at

3 o'clock P.M.

IN ONE LOT

At their Auction Rooms, in Duddell

Street.

The ship is a British ship registered

at Hongkong of 5206 tons Gross and of

\$360,717 Registered tonnage and was

built by W. Denny and Brothers,

Dunbarton.

For particulars to view apply to

Messrs. Lammert Bros., the Auctioneers.

For further particulars.

Apply to

Messrs. JOHNSON, STOKES

& MASTER,

Prince's Building,

or to

Messrs. LAMMERT BROS.,

The Auctioneers,

Duddell Street.

# INTIMATIONS.

WE HAVE

Just received

A New Supply of

WAR and ARMISTICE

STAMPS.

Many varieties and values of

NEW EUROPE

also

CATALOGUES and ALBUMS

for sale.

GRACA & CO.,

No. 16, Wyndham Street,

P. O. Box 620, Hongkong.

# JAPANESE MAKERS.

Every kind of Footwear

MADE

TO

ORDER



CHERRY & CO.,

42, DODDER STREET,

Opposite a Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

THE NEW FRENCH REMEDY.  
THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3  
No. 1 for Rheumatism, Gout, Gravel, etc.  
No. 2 for Hay Fever, Cough, etc.  
No. 3 for Stomachic, Indigestion, etc.  
Sole Importers: Messrs. J. H. H. & Co., Ltd.,  
42, DODDER STREET, HONGKONG.

# THE CLEANING OF

SUMMER FROCKS

is an important matter and

we make a speciality of

"refinishing" light frocks

and costumes so that they

keep clean longer than

when treated by ordinary

methods.

Our processes are thorough and

reliable. Our facilities and re-

sources enable us to carry out all

work quickly and our charges are

really reasonable. Write for Price

List and See.

The Diamond Dyeing and

Drying Company.

Agent

CASSIM AHMED.

Draper.

32, 24, Wellington Street,

28, Nathan Road, Kowloon.

Phone 1482.

# ASAHI BEER



Sole Agents:

MESSRS. HONGKONG & KOWLOON

TRADE MARK.



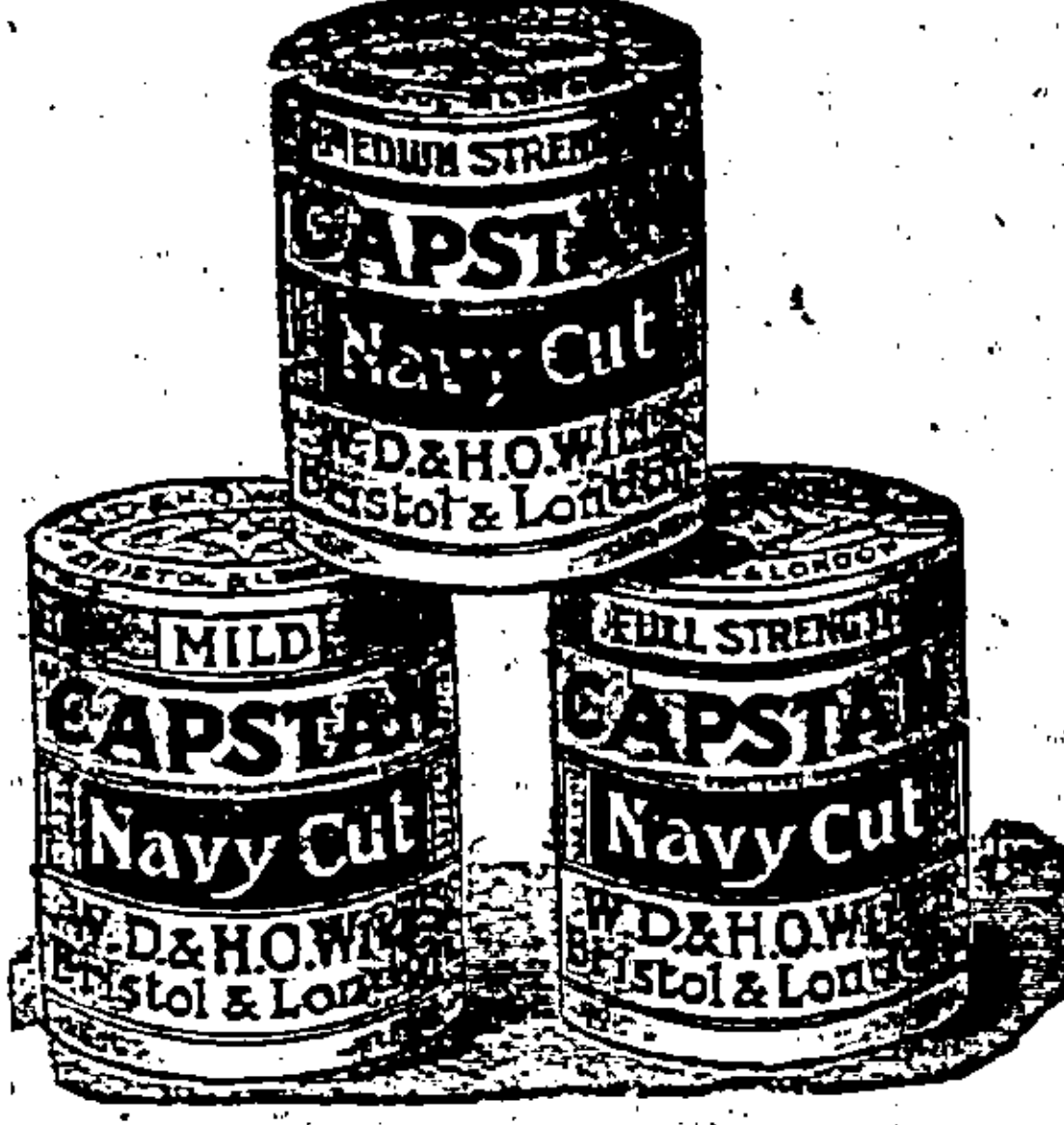
"LEADING THE WAY"

# "CAPSTAN" MIXTURE

"THE SKIPPER'S FAVORITE"

W. D. & H. O. WILLS.

BRISTOL and LONDON.



This Advertisement is issued by British-American Tobacco Co. (China) Ltd.

# THE "KING-MAKER."

A NORTHCLEFFE COUP.

FACTS COMING TO LIGHT.

The truth about the Northcliffe

Lloyd George coup of 1916 is coming

into the light, and there are many

interesting facts concerning it in

"Adventures in Interviewing," a

book by Mr. Isaac F. Marcossion, the

well-known American journalist pub-

lished recently.

In an interesting chapter on

"Northcliffe, the King-maker," Mr.

Marcossion tells how the Northcliffe

Press attacked Mr. Asquith, to whom

a suggested reorganisation of the

War Committee had been made by

Mr. Lloyd George. The Prime Minister

would not agree, and Lloyd George

became an insurgent, and was backed

up by Northcliffe. After a reference

to Mr. Asquith's sacrifice of his post,

rather than expose the Cabinet

skeleton," which would aid the

enemy, the writer proceeds:

"Lloyd George's great opportunity

was now at hand, for the road to the

Premiership was open. North-

cliffe saw in him the hope of the

hour and advocated his elevation.

He was not alone in this desire, nor

did he lack a valiant colleague. For

two years there had lurked behind

the political scenes a remarkable

man whose peculiar talents were

now to have full play. Indeed, they

had been employed for a year in

shaping and maintaining the Coali-

tion. That man was Lord Beaver-

brook.

"Bonar Law practically held the

Unionist whip-hand. He was essential

to a renewal of the Coalition. The

moment Asquith resigned the King

formally and pre-emptorily asked

Bonar Law to form a Cabinet, which

was about as feasible an undertaking

for him as crossing the Atlantic in a

canoe. Here is where Beaverbrook

came in. Down at his country house

at Leatherhead, in Surrey, was held a

series of conferences at which the

new Government was practically

formed. Every manner of conflict-

ing political interest and personal

ambition had to be reconciled. The

one-time Canadian bank clerk proved

that he could handle men as readily

as he could make millions. He

had the call, so to speak, on Bonar

Law, and exercised strong influence

with Lloyd George. While North-

cliffe threw out a smoke screen

in the shape of a newspaper

barrage, it was Beaverbrook, in

the role of manipulator of men,

who really framed up the new

Government with Lloyd George as

Premier. Here in a nutshell, is the

inside story of one of the most

dramatic episodes of the war so far

as British public life is concerned.

For his services, Beaverbrook was

made a peer."

# THE ONE "TIED": THE OTHER FREE.

Mr. Marcossion declares that "it

was Beaverbrook, immersed in the

policies of the deal, who tied himself

up with various obligations. North-

cliffe emerged from the transaction

with an absolutely free hand."

Later Lord Northcliffe began to

make his hand felt. "Lloyd George

now faced the difficult task of making

a Cabinet. To this piece of State

carpentry Northcliffe contributed a

full share. He demanded a practical

man of business experience. It is no

secret that he named Sir Albert

Stanley as President of the Board of

Trade, Lord Rhondda as President of

the Local Government Board, Sir

Joseph Maclay, Shipping Controller,

and Lord Devonport, Food Controller.

But as in other things, so also

here. Things not shining to his

satisfaction, the "King-maker"

became irritated at what he termed

the "failure of the food administra-

tion." This meant that he let loose

at the Controller in his papers.

Soon after these attacks began, I met

Devonport, who said: "Your friend

Northcliffe is a strange person. He

got me into the Cabinet, and now he

is moving heaven and earth to get

me out." A few days later I saw

Northcliffe, and told him what

Devonport had said. He smiled

and remarked: "Devonport seemed

to have lost all his business sense

the moment he got into the Cabinet."

Northcliffe had his way, and Devon-

port retired in favour of Lord

Rhondda, who literally died in

harassment.

The break between the "King-

maker" and Mr. Lloyd George

began soon after the signing of the

armistice. "Whether Northcliffe

had an ambition to be a member of

the British Peace Mission, I am not

prepared to say. One thing is cer-

tain. He was dissatisfied with his

personnel." As a result, "the two

livest wires in England got crossed,

and sparks flew."

That the struggle is bound to be a

long and bitter one, Mr. Marcossion

continues, "no one can doubt.

Neither Lloyd George nor Northcliffe

is a quitter. Each has a tremendous



## Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT

General Auctioneers  
Share, Coal and General  
Produce Brokers and  
Commission Agents.

PROPRIETORS  
"To-Kwa-Wan" Coal Storage.

Order used  
Bentley's  
A. B. C. 4th & 5th Editions.  
A 1 Telegraphic Code.

Telegraphic Address  
"MELTON" HONGKONG.

## PUBLIC AUCTIONS

THE Undersigned have received in-  
structions to sell by Public Auc-  
tion.

(FOR ACCOUNT OF THE CONCERNED),

## SATURDAY,

June 26, 1920, at 10.30 a.m.,  
at their Sales Rooms, No. 8,  
Des Voeux Road, Corner of  
Ice House Street.

Two full size Marble Beds brought  
from Italy about 1850.  
Several Old and Valuable Cloisonne  
and Enamelled Vases.  
Old Bronze Incense Burners, Candle-  
sticks, &c.

Terms:—Cash.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, June 22, 1920.

(FOR ACCOUNT OF THE CONCERNED),

## SATURDAY,

June 26, 1920, at 10.30 a.m.,  
at their Sales Rooms, No. 8,  
Des Voeux Road, Corner of  
Ice House Street.

Indian Motor-cycle with sidecar.  
7 H.P. twin cylinder, complete with  
lamps, tools, pump, pillow cushion side  
car apron etc., excellent tyres—good  
running order.

Terms:—Cash.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, June 21, 1920.

(FOR ACCOUNT OF THE CONCERNED),

## TUESDAY,

June 23, 1920, commencing at 2.30  
p.m., at their Sales Rooms, No. 8,  
Des Voeux Road, Corner of  
Ice House Street.

A Small Consignment of  
WHITE GOODS, &c., &c.

Comprising:—

Pillow Cases, White Satin Quilts,  
Turkish Towels, Bath Towels, Bath  
Sheets, Double Bed Sheets, Pattenberg  
and Drawnwork Bedspreads, Table  
Covers, Crochet and Drawnwork  
Dollies, Table Cloths, Linen Damask  
Serviettes.

Also

A few lots of "Bellow Valises, Kit  
Bags, Suit Cases, and Attache Cases.  
And  
Two Pairs Prismatic Binoculars.  
(All new goods and in small lots.)

Terms:—Cash.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, June 22, 1920.

(FOR ACCOUNT OF THE CONCERNED),

## TUESDAY,

June 23, 1920, commencing at  
2.30 p.m., at their Sales Rooms,  
No. 8, Des Voeux Road, Corner of  
Ice House Street.

TEAKWOOD AND BLACKWOOD FURNI-  
TURE, BRASS AND BRASS-MOUNTED  
BEDSTEADS, TEAKWOOD TWIN  
BEDSTEADS, CARPETS, &c., &c.,  
comprising:—

Chamberfield sofas, Arm-chairs (new),  
Folding Card and Occasional Tables, One  
Upholstered Suite, Bedroom Furniture,  
comprising Teakwood Twin Bedsteads,  
large and small Wardrobes, Dressing  
Tables, and Chairs, Washstands,  
&c., (fumed Teakwood), Slide-  
boards, Dinner Waggon, Extension Din-  
ing Tables and Chairs, &c., Dinner  
Services, Crockery, and Glass Ware,  
Cooking Stoves, Cutlery, &c., Bath  
Room Utensils, Electro-Plated Ware,  
Electric Reading Lamps, Blackwood  
and Teakwood screens, a quantity of  
Blackwood ornaments, Slide Tables,  
Chairs, Cabinets, Pictures, Carpets,  
new and second-hand.

Also  
One, Good Piano, 1 Enamelled Bath,  
American Ice Chest, and 1 large Kichee.  
(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, June 22, 1920.

## WANT

ADVERTISEMENTS

25 WORDS 3 INSERTIONS.

\$1. PREPAID.

Every additional word 4 Cents

for 3 insertions.

LADY wishes to purchase entire Con-  
tents of FLAT or SMALL HOUSE  
(no dealers) address in Confidence. Box  
1209, c/o "CHINA MAIL."

## LOST.

LOST.—At the Peak, a small Black &  
White JAPANESE POODLE.  
Answers to the name of "TODDLES."  
Finder will be Rewarded. Apply to  
No. 4, Mountain View, The Peak.

## TO LET.

TO LET—A SHOP in Nathan Road,  
Kowloon.  
Apply to Humphreys Estate & Finance  
Co., Ltd., Alexandra Buildings

## INTIMATIONS.

G. R.

## NOTICE.

LICENCES FOR VEHICLES and their  
DRIVERS are renewable on July  
1st 1920, as follows:—

All motor vehicles, Motor vehicle  
drivers, trucks, carts, and vans. Regu-  
lation embossed number plates for all  
motor vehicles will be ready for issue on  
the 1st proximo, costing \$2.00 per set.  
They will be issued with the vehicle  
licence.

P. P. J. WODEHOUSE,  
Captain Superintendent of Police.

Hongkong, June 21, 1920.

## THE SHELL TRANSPORT & TRADING CO., LTD.

ACCORDING to telegraphic informa-  
tion received from London, THE  
SHELL TRANSPORT & TRADING CO., LTD.,  
have declared a dividend of 5% per share  
on the ordinary shares of the Company,  
payable on the 5th July, against Coupon  
No. 24.

The Company is making a new issue  
at par of one share in two. For new  
shares Coupon No. 25 must be surren-  
dered to Lloyd's Bank, 39 Threadneedle  
Street, London, to claim rights and that  
coupon will not be usable for dividend  
purposes.

FOR THE ASIATIC PETROLEUM CO.,  
(S. C.) LTD.

N. L. WATSON.

Hongkong, June 23, 1920.

## PEAK TRAMWAYS CO., LTD.

## NOTICE.

THE TRAM SERVICE will be  
REDUCED as from 25th June.  
This is necessitated by the delay in the  
delivery of our reserve wire rope by the  
Manufacturers.

New Time Tables can be obtained  
from the Ticket Collectors or at the  
Company's Office.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, June 24, 1920.

## THE DRAGON MOTOR CAR CO.

WE have installed an additional  
TELEPHONE and clients can  
now ring up No. 482 or 3552.

## REPULSE BAY HOTEL.

## TO-MORROW

SATURDAY, June 26th.

TEA DANCING from 4 to 7 p.m.

DINNER DANCE from 8 p.m.

## SUNDAY, June 27th.

ORCHESTRAL CONCERTS

during

TIFFIN and AFTERNOON.

## FLYING

SUNDAY, June 27th.

(Weather permitting)

Tickets for flights and full particulars

may be obtained either at the Hongkong

Hotel Main Office, or at Repulse Bay

Hotel.

J. H. TAGGART,

Manager.

## PUBLIC AUCTIONS.

THE Undersigned have received in-  
structions to sell by Public Auction

(For Account of the Concerned),

## TUESDAY,

June 29, 1920, at 12 o'clock (Noon)

at their Sales Rooms, No. 8,  
Des Voeux Road, Corner of  
Ice House Street.

TWO POINTER PUPS,

8 months old (Rich).

Terms:—Cash.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, June 22, 1920.

## NOTICES.

## BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK)

CREDIT NATIONAL 5 PER CENT. 1919.

DRAWING OF THE 31st MARCH, 1920.

No. 6963143 has drawn 1 million francs.

No. 3316965 has drawn 500,000 francs.

No. 9547

1239022

5293830 Have drawn each 100,000 francs.

6233989

6336257

No. 153264

478055

605130

1491016

3165358

3796849 Have drawn each 50,000 francs.

6038206

6199433

7708349

7767060

Besides the above mentioned numbers, the 39 following series, each one

including 100 numbers will be reimbursed at 600 francs.

9501 153201 299201 47801 805101 819101

123901 149101 150001 178201 178701 280201

252901 315501 316301 359301 360301 361601

379601 424601 467601 482501 495101 515501

522301 552101 603601 618901 623301 633601

670301 677501 696301 700601 711501 739701

770301 779401 966301

M. ROUET DE JOURNEL,

Manager.

Hongkong, June 23, 1920.

## NOTICE OF REMOVAL.

## THE AULT & WIBORG CO.

On and after SATURDAY June 19th,  
we will be located in our New Office  
at No. 81, Des Voeux Road Central,  
where we will expect a visit of inspec-  
tion from our good friends.

81, Des Voeux Road Central, 37, Canton Road,

Hongkong. Shanghai.

## High Grade Leather Belting

For use in Cotton, Woollen, and Worsted Spinning  
Mills—we are able to guarantee at all times a firm sound  
belt of uniform strength and endurance, which has made  
Walker's Belting a world famous.

Standard 12" Tanned Belting for preparation Machinery,  
smooth running, straight and level.

Original "Dreadnought" regl. Endless Cone Belt.

The above are examples of the specialised.

## Walker's Belting

The Belt that does all it is supposed to do—and keeps on  
doing it.

Our accessories include:—Welsh and Per-  
sian Roller Skins for coarse and fine  
spinning.

Hard and soft spinning. Drawing and  
Reving Butts for woollen and  
worsted spinning.

Condenser Rubber Leathers,  
etc.

Wm. Walker & Sons, Ltd.,

BOLTON, England.

## BATH TUBS.

SANITARY GOODS

BATHROOM FITTINGS

AND ALL KINDS OF

GLASS and MIRRORS.

## LYSON COMPANY,

Tel. No. 2552. 28A, Queen's Road Central, Hongkong.

## FURNITURE.

CONTRACTS SOLICITED FOR HOUSES, OFFICES,  
HOTELS & SHIPS.

BRASS AND IRON BEDSTEADS, UPHOLSTERY,  
ELECTRO-PLATED WARE, GLASSWARE, CROCKERY,  
HIGH-CLASS TEAKWOOD & BLACKWOOD FURNITURE.

## CHEONG LEE & CO.

Head Office, 28, Queen's Road Central.

Tel. No. 301. Branch Office, 40, Queen's Road Central.

Cable Address: "CHEONGLEE" A.B.C. Code 574.

## FIGHTING THE U-BOAT.

## THREE WAR SECRETS.

HOW THEY WERE DEVELOPED.

Although the depth charge was the  
most powerful of the weapons that  
checked the operations of the U-boat,  
thus leading indirectly to the collapse  
of the Central Powers, I imagine,  
says C. E. Dewhurst, the Lecturer  
in Engineering in Manchester Uni-  
versity, writing to the Statesman,  
that not more than ten people in  
every thousand would be able to ex-  
plain just what a depth charge is.

Jack Tar himself, who knows most  
things, could not tell you how  
and where it came to be constructed.  
Manchester University did, in fact,  
make the first depth charge. "It  
would be inaccurate to say it was  
invented by us; like the tank, the  
depth charge is nobody's child. But  
we can honestly claim that it was  
our Engineering Department which  
experimentally developed the depth  
charge to the commercial  
stage. It was one of the many  
odd problems set us by the  
Admiralty. They asked us for a  
15in. bomb-thrower which would  
project a weight of 1 cwt. a distance  
of 500 yards by compressed air. We  
supplied it. They asked us for a  
shackle which would stand a pull of  
1 ton and melt after being immersed  
in the water for a certain length of  
time. It was a novel request, and  
probably the Admiralty thought  
they had set us a poser. The  
object was to discover a con-  
trivance which would shackle a  
mine and its sinker together  
on the bed of the sea until a mine-  
laying submarine had dropped all  
its "eggs," when, with the melting  
of the shackle, each mine would  
rise to the determined height.  
We solved that particular problem  
with a sugar-shackle pouring melt-  
ed taffee into a cavity dovetailed in a  
metal shackle! It was so devised that  
it could stand a pull of one ton and a  
third during the forty-five minutes  
that the sugar took to melt. After  
the first year of war several men  
from our laboratory took up respon-  
sible positions in H.M.S. "Vernon,"  
the Navy research department at  
Portsmouth, and it was through the  
"Vernon" that the investigations into  
the question of how to conquer the  
U-boat first came back to the Engi-  
neering Department at the Uni-  
versity. Two alternative designs of me-  
chanism causing a heavy charge to  
explode at a fixed depth under water  
were sent to us for criticism, modifi-  
cation, and experiment, and, after  
some months of patient experiment-  
ing, we were able to hand over to  
the university instrument-maker the  
final design from which, under our  
supervision, the first fifty depth  
charges were made. Our aim was  
to produce a simple mechanism,  
thoroughly foolproof, which would  
go off at the pressure at which it  
was set. The depth charge  
consisted of a case containing  
300 lbs. of T.N.T. (tri-nitro-toluol)  
with an attached mechanism provided  
with a flexible diaphragm and a  
piston which depressed a spring in  
such a way that the spring was com-  
pressed in proportion to the depth  
below the surface of the set. The  
fringe gear was so arranged that a  
trigger was released when the spring  
was compressed by the amount cor-  
responding to the desired depth.  
The trigger fired a detonator; the  
detonator exploded the T.N.T.; and  
—that was the end of the U-boat.

## THE DRAWING-ROOM KINEMA.

The rapid development of the  
portable film projector by means of  
which anyone can see the latest film  
in his own drawing-room, with the  
greatest ease and the smallest risk  
opens a new era in entertainment.

At present the price is somewhat  
high, but cheaper machines are  
rapidly being devised, and it is likely  
that in the near future the drawing-  
room kinema will be as general as  
the gramophone is to-day.

But the portable projector which  
can be fitted to any electric light  
attachment and which encloses the  
inflammable film in a fireproof case  
has even more important uses than  
those of entertainment, for it will go  
a long way to solving the question  
of education by film in the schools.

## WAS SICKLY FROM BIRTH.

Baby's Own Tablets Used With  
Wonderful Results.

"I wish every woman knew how good  
Baby's Own Tablets are, then there  
would be fewer sick children," writes  
Mrs. A. B. Waite of 1807 Fremont  
Avenue, Norh Minneapolis, U.S.A.

Her letter continues:—"My baby was  
at first from birth and the benefit that  
the Tablets have afforded is simply  
wonderful. They do all that is claimed  
for them, and more and I would not be  
without them for anything."

Many other mothers write in the same  
way telling how Baby's Own Tablets  
cured their infants and young children  
of indigestion, simple fever, constipation,  
colic, wind, vomiting, diarrhoea, and  
teething troubles. These Tablets are  
obtainable from chemists or post free at  
5/- from Dr. Williams' Medicine Co., 94 Beethoven Road, Shang-  
hai.

Take a "WALLA-WALLA" BOAT  
to your ship. Phone No. 3516.

## NOTICES.

Tel. 1036.

Tel. 1036.

## GARAGE ACCOMMODATION

FOR PRIVATE CAR OWNERS.

THIS IS OUR NEW SPECIALITY.

CARS GARAGED in TOWN - \$30 per month.

CARS GARAGED at PRAYA EAST or

WANCHAI - \$20 per month.

THESE PRICES INCLUDE CLEANING AND  
ORDINARY GARAGE DUTIES.

## EXILE GARAGE

\$3 & \$5, Des Voeux Road Central,

Tel. 1036.

HONGKONG.

Tel. 1036.

## BUY YOUR STATIONERY FROM US.

We Keep the Finest.  
Stocks Complete.

PRICES MODERATE.

DER A. WINGY & CO.

Paper Merchants  
Stationers, Printers & Bookbinders.  
60, Des Voeux Road, CENTRAL.

LONG HING & CO., PHOTO SUPPLIES,  
Kodaks and Kodak Films, &c. &c.  
DEVELOPING & PRINTING A SPECIALITY.  
No. 17A, QUEEN'S ROAD CENTRAL, HONGKONG.

## SWATOW DRAWN THREAD WORK, CANTON EMBROIDERY.

WHOLESALE AND RETAIL.

S. K. TSAN & CO.,







## TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

## FIGHTING TYPHUS.

## A WORLDWIDE APPEAL.

LONDON, June 24.  
The League of Nations has appealed to the Governments of all countries for funds to combat the typhus epidemic and other diseases in Poland and the surrounding countries and to prevent its spread to other countries. The appeal says every country in the world either from geographical position, commercial interests, or humanitarian motives, is concerned with giving such help. A minimum of £2,000,000 is required. The British Government has agreed to provide immediately £50,000 without prejudice to the final amount of its subscription, provided that four other countries advance a similar amount. The League has also asked the League of Red Cross Societies at Geneva to issue a general appeal for funds to the peoples of all countries of the world.

## NAURU ISLAND.

LONDON, June 23.  
Replying to Colonel Wedgwood Benn, Mr. Leslie Wilson stated that the Nauru agreement had not been submitted to a recent meeting of the Council of the League of Nations. The Government was of the opinion that the agreement did not require to be submitted to the Council of the League.

## THE TURKISH TREATY.

PARIS, June 24.  
The Allies have refused to allow Turkey a further extension of time in which to sign the treaty.

## GERMAN AIRCRAFT.

## ALLIES IMPOSE RESTRICTIONS.

PARIS, June 24.  
The Allies have sent a note to Germany forbidding the construction of civil and military aircraft until three months after the destruction or delivery of existing material.

## STORY OF THE SPERDONIA.

## SINGAPORE BOY'S ACCOUNT OF THE EXPLOSION.

In the Straits Times appeared an account of the explosion of the British ship "Speedonia" on March 19 when on a voyage with a cargo of benzene, the disaster occurring about 250 miles from the near point of Madagascar, and about 1,000 miles from the Natal coast. Soon after the explosion Captain R. J. Deeks, master of the vessel, second officer D. H. Bolman, third officer T. Carlson, storekeeper T. Edwards and the marconi operator P. Mattock took to the boats while chief officer Henderson and Apprentice Struys, eldest son of Mr. G. W. Struys, acting Traffic Superintendent, Singapore Harbour Board, along with about 26 Chinese were left on board, and took the vessel 1,000 miles to South Africa.

In view of the above, the following letter received by Mr. Struys from his son, and written from a nursing home at Delagoa Bay will be read with interest. He says: "On March 19 it was blowing rather hard and there were heavy seas. I relieved L. (Edwards), at 8 a.m. At 8.30 we sat down to breakfast and finished at about 8.55 a.m. The third mate asked me to go to his room, and you won't believe me, it was filled with gas, and I had to leave the room as soon as I entered it. It was L's watch below and mine on deck. Before I go on deck I usually have a smoke; but that morning we had not taken a puff of our cigarettes when the first explosion took place. A little after that the second went off, and flames issued. When I felt the fire get hold of me I yelled like a kid while L. did the same. We shouted and, to tell you the truth, did not know what to do. At last I said 'L, for Christ's sake, do it,' and we ran out. When we reached the deck the flames were in a case of a fix and the engine was on all the time. The Captain with his thigh broken and his leg fractured, gave the order to take to the boats. Three boats were lowered, and all got away but the chief mate, myself, and 26 Chinese.

"I and myself were burnt about the same places but poor L. scored one more than I for he had his chest burnt and I didn't. I got badly burnt and suffered agony for a month. I tried to remedy my burns with engine oil, which did very well. My left arm, back, neck and part of my face, both ears and left thigh got badly burnt. The tips of my ears, and left hand are the only places that are not quite healed. I am at present in the nursing home and shall be out soon.

"The pantry was burnt from the tips of his toes to the hairs of his head, while poor Carlson had his face blown in and jumped overboard. During our distress we sighted many ships, but our flags were gone as well as our sails. All the after part was damaged. The steering gear was of no use, and we drifted for 21 days living on water, milk and hard biscuits. On Sunday morning we sighted a Portuguese vessel which came to our assistance, but got cast off after being towed for two days owing to heavy seas. Three days later tugs came from Delagoa Bay and brought us in. We have not been able

## HONGKONG VOLUNTEER DEFENCE CORPS.

## Orders for Cadet Company by Lieut. A. O. Brown.

## PARADE—BATHING.

Launch will leave Blake Pier on Wednesday, the 30th instant, at 5.15 p.m. and call at Kowloon ten minutes later.

## LEAVE.

Cadet J. W. Polley is granted six months' leave of absence from the Colony with effect from the 1st July, 1920.

G. F. E. Rapson, Bt-Major, Adjutant, Hongkong Volunteer Defence Corps.  
Hongkong, June 25, 1920.

## NOTICE.

## UNIFORM.

The undermentioned members' boots are in Store, and can be had on personal application:—  
Sergeant L. S. Greenhill, Gunner L. Jack.  
Corpl. M. L. Ralton, Gunner W. B. Bradbury.  
Bomb. J. M. Jack, Gunner F. A. Britton.  
Gunner G. Gipson, Gunner K. K. Staple.

## THEATRE ROYAL.

## HUMPHREY BISHOP CO.

A very encouraging reception, inspired by the general excellence of the entertainment, was accorded the Humphrey Bishop Comedy and Operatic Company, which presented its first performance in the Theatre Royal last night with every promise for a most successful season in Hongkong. As a vaudeville show it possesses all the attributes which make for success. Every member is good, whether appearing in concerted or individual numbers. A feature of the concert items is the swing with which they are rendered, and in this connection the orchestra must not be forgotten. Last night selections from "Les Cloches de Corneville" were given in such a manner as to reflect the greatest credit on the Company, and particularly on Miss Louise Meadows who sang the well known "Legend of the Bells" in charming style. The lighter portions of the programme were also given with skill. There were many humorous songs, and witty sayings that kept the audience smiling. Throughout the performance the most noticeable thing is its liveliness and general excellence. The company is one that should find ready patronage in Hongkong.

to hear what became of those who put out in the boats, so perhaps it is just as well I did not go with them. It is interesting to mention that the "Speedonia" is undergoing repairs, and it is expected that she will be ready shortly to undertake the return voyage to Singapore.

## CORRESPONDENCE.

## REPLY TO "JOHN KESTREL."

(To the Editor of the "China Mail.")

Sir,—Were it not for the fact that "John Kestrel" makes some unjust remarks and unfair comparisons, I should scarcely take the trouble to comment on his yesterday's letter.

He writes nothing that is illuminating and suggests less that would be of practical value. His first suggestion is more or less absurd. There is no European living who could acquire a perfect knowledge of the Chinese language in three years, or indeed in thirty.

For a European to thoroughly understand the language and customs of China would necessitate his being born and reared amid its people; and he would then cease to have the mental outlook and balance of his own race. Furthermore, and leaving the language question aside, it requires at least three years of practical experience before a police officer can trust his own knowledge of the local laws; and even then his education, in that respect, is far from complete. Also, his whole career is one long association with the Chinese and before he reaches his Inspectorship knows as much about Chinese habits and idiosyncrasies as it is possible for a foreigner, similarly situated, to know.

It is true, of course, that some officers assimilate more than others, and it is also quite certain that they are not all alike in patience or discretion, but one doesn't condemn a basket of fruit because three oranges in it are bad.

As for the Chinese and Indian police one must remember that they are Asiatics dealing with Asiatics. Their alleged harsh treatment of prisoners is loving kindness compared to what these same prisoners would experience from their own countrymen in their native climes. Though it may change its environment the leopard does not change its spots.

"John Kestrel's" second suggestion—a Borsali Institute—might or might not be practicable. It would certainly require a very large building and staff and would prove an additional and unfair tax on the local ratepayers.

I say unfair because at least fifty per cent. of these street gamblers were not born here and have no real claim upon the Colony. That is what I meant in my first letter when I said that the poor of Hongkong are the poor of China; and why J.K. should class me a snob for saying so is something beyond my comprehension.

Snoobery is no part of my outfit, neither are poverty and I strangers. I have had to work and fend for myself since my tenth birthday and what I don't know about hard grinding poverty, could be rattled in the thigh bone of a bee. Can "John Kestrel" say as much? He writes cheap sneers about joy-riding motorists, and about pedestrians being compelled to walk on the pavement. What does he imagine pavements and wide streets were made together for? Surely the answer is obvious. If "John Kestrel" were at the present moment living in any of the busy cities of Europe he would find himself compelled to walk on the pavement; and police would have no part in the compulsion which would arise from dire necessity. The "John Kestrels" in these cities who refuse to see that necessity merely go to swell the local cemeteries.

And that is where he ought to bury his foolish argument.—Yours, etc.,  
POLICEMAN.

Hongkong, June 25, 1920.  
[Another excellent and effective letter, with one slip. In saying that the handling of prisoners here is 'loving kindness, compared with what they would experience from their own countrymen in China, he seems to set the Chinese treatment up as a standard for ourselves, suggesting that if we better it, we are good enough. We should judge British conduct by British standards.—Ed. C.M.]

## INFORMATION INVITED.

(To the Editor of the China Mail.)

Dear Sir,—Can any of your readers say who is the Mayor McKay of Devry whose son is reported in this evening's telegrams as having been so brutally murdered? Is not the present Mayor of Devry Ald. H. C. O'Doherty, one of the leaders of Sinn Féin in the Maiden City?

Yours etc.,  
LOYALIST.

June, 24th 1920.

Before Mr. N. L. Smith, at the Magistracy this morning, a Chinese was charged with snatching a gold mounted rattle bangle from the wrist of an infant which was being carried on its mother's back. He denied the charge. The woman said that she did not know anything about the theft until she was informed by a passer-by that the child's bangle had been cut off by the defendant with a penknife. She chased and caught the defendant and handed him over to a constable. The Police charged a previous conviction for a similar offence, and the Magistrate passed sentence of six months' hard labour and 12 strokes with the birch.

## "CANTON TIMES."

## RESUMES PUBLICATION.

The Canton Times, which was closed on May 30, by the police, on instructions from the Military Governor, who charged the paper with having made comments detrimental to public peace and order, resumed publication yesterday morning, the police having advised it that it was free to resume publication.

The Canton Times, in "reappearing to greet and serve the public" states that it "has no apology to offer but a statement that it will continue to prefer public to private interest, and that it will continue to comment fairly and fearlessly on questions of the day with malice towards none but good-will for all, irrespective of persons and subject to no particular influence."

The liberty of the press, according to legal authorities, adds the Times, consists in the right to publish literary matter with impunity, truth, with good motives, for justifiable ends, even though reflecting on the government, the magistracy, or on individuals.

"For freedom of speech and in opposing maladministration and unrepublicanism, the Times has fought a good fight so far," the statement concludes. "Any persecution will not discourage but arouse greater enthusiasm in the struggle for public welfare and the preservation of law and order in the country against tyranny and injustice."

## FISHING CONTROL TO CEASE.

## BUT OFFICIALS STILL ON PAY LIST.

Supplies of fish having long ago returned to the normal, the Ministry of Food has decided at last to remove its control. But it is very typical of this department in all its relationships that it is still to maintain its professions of vigilance. So far from disbanding the ample staff that has been concerned with the fish trade, it has arranged that they shall retain the tenancy of their office seats, and apparently scan the returns day by day to see that cod and kippers are coming into the nets in satisfactory quantities. Should the catches become smaller, there may be reasons for suspecting that the trawler owners and merchants are limiting supplies in order to force up their prices, and conceivably that would justify these limpets promptly coming forward and re-imposing the old control regime. Some of us may be tempted to envy them their comfortable jobs—and incidentally to marvel at the ingenuity of bureaucracy in keeping itself alive.  
—Journal of Commerce.

## LATEST SHIPPING NEWS.

## ARRIVALS.

The s.s. "Kashing," Capt. Blackman, 1,143 tons, arrived this morning at 7 a.m. from Wuhu with 2,240 tons of rice.

The s.s. "Chipsing," Captain Nicholls, 1,199 tons, arrived this morning at 7 a.m. from Wei Hai Wei with 3,250 tons of salt and general cargo.

The s.s. "Haldis," Capt. Bull, 1,105 tons, arrived this morning at 6 a.m. from Hongkong with 2,400 tons of coal.

The s.s. "Mo Hon," Capt. Thirwell, 761 tons, arrived this morning at 8 a.m. from Haiphong with 700 tons of cement, 150 tons of general cargo and 16 bags of mail.

## CLEARANCES.

The s.s. "Chekiang," (Chi) cleared to-day and will sail for Keelung via Swatow and Foochow at 8 a.m. to-morrow.

## DEPARTURES.

The s.s. "Hailong," Captain Thomson, sailed for Foochow via Amoy at 2 p.m. to-day with 600 tons of general cargo.

The s.s. "Helena," Captain Milnech, sailed for London via Singapore at 12 noon to-day with 2,000 tons of general cargo.

The s.s. "Loongsang," Captain Simpson, sailed for Manila at 3 p.m. to-day with 1,800 tons of general cargo.

The s.s. "Taikoo Wan Yi," Captain Martin, sailed for Sourabaya via Samarang at 6 p.m. to-day with 1,700 tons of general cargo.

The s.s. "Nagata Maru," Captain Takahashi, sailed for Foochow, at 2 p.m. to-day, with 450 tons of oil.

The s.s. "Yanching," Captain Kelman, sailed for Kobe via Moji, at 5 p.m. to-day, with 100 tons of general cargo.

## THE AMERICAN DEAD.

## NONE TO LIE IN GERMANY.

The United States Graves Registration Service estimates that two years will be required in order to carry out the complete exhumation of the American soldiers' dead in Europe. More than 2,500 American soldiers lie in German soil, and it has been decided that all of these will be removed without the wishes of relatives being taken into consideration.

One of the principal objections which the French Government put forward to the removal of the bodies was the additional burden which it would place on the already congested railways. The Graves Registration Service has accordingly arranged to use canal boats and motor-torries to the greatest possible extent in order to relieve the French lines.

Tsen Chun-hsuan, Administrative Director, has telegraphed to Tschun Tan Yen Kai of Hunan to take care that foreigners may not be molested there.

Before the building of a tramway in Canton, the Kwangtung Tramway Company will run an auto bus service. The cars are now on their way to Canton from America.

For 1920, the Canton Provincial Government will grant \$31,532 in aid of private schools, mostly for girls. Last year the government only gave \$18,252.

The boycott movement against Japanese goods is again active in Canton. This time the labourers, the merchants, and the teachers' union have joined in the agitation.

The Euro-American Returned Students' Association of Canton, at a recent meeting, resolved to ask the authorities concerned to establish the proposed South-Western University in Canton instead of in Shanghai, as at first decided by the University Commission.—Canton Times.

The Canton-Samsui and the Canton-Hankow Railroads in Kwangtung are still being embarrassed by the Military authorities who demand help to meet military expenses, states the Canton Times. The Canton-Hankow line has to supply \$1,000 daily to the Military Government, while the Canton-Samsui line must give \$25,000 monthly to the Military Government. Because of these special items, the roads themselves have not been able to pay off their employees and their regular bills according to schedule for the last few months.

## TO-DAY'S ADVERTISEMENTS.

## NOTICE.

THE Management of the "CHINA MAIL" desires to inform the public that its tariff for advertisements received on and after this date will be increased by 20 per cent.

This increase is rendered imperative by the constantly growing cost of production, the price of paper alone having advanced by 700 per cent during the past five years.

In order to meet these conditions newspapers and magazines all over the world have been obliged to raise their subscription and advertising rates—in some cases by as much as 100 per cent—and, at the same time, to curtail the size and number of pages. For the present, however, it has been decided, in the interests of the public generally and of advertisers in particular, to leave the price of the "CHINA MAIL" unchanged.  
Hongkong, May 17, 1920.

## TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

AS from to-day, all preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the "CHINA MAIL" will be charged for at the rate of \$1 each, providing they do not occupy more than four lines. If this space is exceeded they will be placed in the advertising columns at the prevailing rates.  
Hongkong, May 17, 1920.

## TO LET.

TO LET—OFFICES and SHOW ROOM at Mission Building, The Bund, Canton. Occupation from July 1st 1920, apply to Box No. 1210, c/o "The China Mail."

## PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction, on

MONDAY, June 28, 1920, commencing at 11 a.m. at No. 10 Godown, Hongkong and Kowloon Wharf & Godown Co., Ltd., Kowloon.

338 plant cells Galvanized Wire 20 & 21 gauge. Terms—Cash on delivery.

LAMBERT BROS., Auctioneers.  
Hongkong, June 25, 1920.

## NOTICES.

## HANAN SHOES FOR WOMEN



Hanan Shoes—the world's smartest footwear—represent the highest grade workmanship and design, plus supreme quality of material.

From  
\$13.00  
to  
\$18.00  
per pair.

SOLD BY

LANE, CRAWFORD &amp; CO.

Telephone 1741.

## COLUMBIA DANCE RECORDS.

- |        |                         |                                  |
|--------|-------------------------|----------------------------------|
| A 2639 | Hindustani Meow         | Fox Trot Violin & Piano One Step |
| A 2297 | Indiana                 | Jazz Band                        |
| A 2297 | Darktown Strutters Ball | Fox Trot                         |
| A 2327 | Beale Street            | Princes Orchestra                |
|        | Lily of the Valley      | One Step                         |
| A 5919 | Broken Doll             | Fox Trot Princes Band            |
|        | Biltmore Waltz          |                                  |

THE ANDERSON MUSIC CO., LTD.

16, DES VŒUX ROAD.

TEL. 1331.

## ROUND THE ISLAND OF HONGKONG.

BY

THE BEST &amp; MOST COMFORTABLE MOTOR CARS

## THE SPECIAL REDUCTION PRICES.—

HUDSON or CHANDLER, 7—passenger Motor Car \$12.00

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Phone 2499.

BREEZY GARAGE,

161, Des Vœux Road, Central, (next to Sincere Co., Ltd.)

## PEPSODENT

TOOTH PASTE

FRESH STOCK JUST ARRIVED.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.

## PORT WINES

From the oldest and most reliable

OPORTO HOUSES.

## WORLD RENOWNED BRANDS.

BELLO SEXO	per case	1 doz. qts. duty paid	\$40.00
DESTINTO	"	"	32.00
PORTO OLUB	"	"	30.00
SANTO ANTONIO	"	"	24.00
FREI AGOSTINHO	"	"	24.00

AGENTS.—

GANDE, PRICE &amp; CO., LTD. WINE MERCHANT

Tel. No. 135.

8, QUEEN'S ROAD, CENTRAL.

HONGKONG.



THE CHINA MAIL.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

REGULAR SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings: To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m. From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS: To Macao—daily at 8 a.m. and 3 p.m. (Sundays at 9 a.m.). From Macao—daily at 8.30 a.m. and 2 p.m. (Sundays at 3 p.m.).

Police permits to leave the Colony are not required. Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. T. & S. Cox & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

S.S. "LOWTHER CASTLE"

About end of July.

LLOYD TRIESTINO

FOR SHANGHAI AND YOKOHAMA.

S.S. "PILSNA"

Sailing on or about 11th July.

FOR BRINDISI, VENICE & TRIESTE

TAKING CARGO ON THROUGH BILLING

TO LEVANT, BLACK SEA & DANUBE PORTS.

S.S. "PILSNA"

Sailing on or about 15th August.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Service between JAPAN, HONGKONG & JAVA.

FOR JAPAN.

S.S. "RIJUN MARU"

Sailing on or about 29th June.

S.S. "BANTU MARU"

Sailing on or about 10th July.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIYUN KAISHA)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING TO SOUTH AFRICAN

PORTS with transshipment at CALCUTTA.

in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

For Freight & Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880) SINGON & CO. (TELEPHONE 518).

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAM-

BURG—Monthly direct service via Singapore and Port Said.

HIMALAYA MARU (Call Marseilles) Sunday, 11th July.

ALPS MARU—Rio de Janeiro, Santos, Mauritius, Durban and

Cape Town via Singapore. Sunday, 8th August.

CHICAGO MARU—Tuesday, 14th September.

BOMBAY & COLOMBO—Regular fortnightly service via S. Por.

BURMA MARU—Sunday, 18th July.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly

service.

SHISEN MARU—Friday, 2nd July.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Island.

MADRAS MARU—Saturday, 26th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Regular fortnightly service touching at immediate ports in

Japan and taking cargo Overland points U.S. in connection

with Chicago MILWAUKEE & ST. PAUL RAILWAY.

ARABIA MARU—Tuesday, 28th June.

ARIZONA MARU—Saturday, 17th July.

NEW YORK—Regular monthly service via Japan ports, San Francisco,

Panama and Colon Ports.

AMAZON MARU—Saturday, 3rd July.

JAPAN PORTS—Mojji, Kobe Yokkaichi, Yokohama.

KOSOKU MARU (Yama, Kobe)—Friday, 25th June.

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon passengers

and will arrive at and depart from the O.S.K. wharf

near the Harbour Office.

KALJO MARU—Sunday, 27th June.

TAKAO via SWATOW and AMOY.

SOSHU MARU—Thursday, 1st July.

For sailing dates & further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI & TIENTSIN	Train	June 26, at 4 p.m.
SWATOW & SINGAPORE	Lincoln	June 27, at Noon
MANILA & ILOILO	Lincoln	June 28, at 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	Hutchinson	June 28, at 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	Katong	June 29, at 8 a.m.
AMOY, SHANGHAI AND FUJONG	Shantung	June 29, at 10 a.m.
SWATOW & BANGKOK	Chusan	June 29, at 11 a.m.
SHANGHAI	Sunshine	July 1, at Noon

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai, Tientsin, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 35.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Callings at Shanghai and Kobe).

"WHEATLAND MONTANA" About July 12th.

"ENDICOTT" About July 16th.

"ELKTON" About Aug. 12th.

For PORTLAND Direct.

(Callings at Shanghai and Kobe).

"ABERCOSS" About July 4th.

"PAWLET" About July 26th.

Through Bills of Lading Issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES

NEW YORK and/or BOSTON.

Via Panama.

S.S. "WYTHEVILLE" Sails about June 24th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

TELEPHONES 2477 & 2478. AGENTS. 5TH FLOOR HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE."

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DOE INWARDS ABOUT SAILING ABOUT

S.S. WEST MONTOP July 26. S.S. WEST MONTOP July 28.

S.S. WEST HIKI Aug. 20. S.S. WEST HIKI Aug. 22.

S.S. VINITA Sept. 12. S.S. VINITA Sept. 15.

S.S. WEST HIKTON Oct. 7. S.S. WEST HIKTON Oct. 10.

Through Bills of Lading to all U.S. and Canadian Overland Points; no Transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE—LOS ANGELES, CALIF.

BRANCH OFFICES—Kobe, SHANGHAI, MANILA, SINGAPORE.

HONGKONG Office—Princo's Buildings, Charter Road.

CHAS. E. RICHARDSON, General Agent for South China.

Telephone No. 1062.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS. TONS. LEAVE HONGKONG.

PERSEA MARU 20,000 July 5th.

KORFA MARU 20,000 July 14th.

SIBERIA MARU 20,000 Aug. 10th (from Yama).

SHINYO MARU 22,000 Sept. 6th.

10misting call at Shanghai. 10misting call at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, SALINA CROZ, BALBOA, CALLAO, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDIN ROUTE TO BUENOS AIRES.

STEAMERS. TONS. LEAVE HONGKONG.

KIYO MARU 17,000 July 14th.

ANYO MARU 18,000 Sept. 21st.

REIYU MARU 14,000 Nov. 6th.

For full information regarding passengers, freight, and sailings, apply to—

Y. TROTTER, Manager.

King's Building. Tel. Nos. 2274 & 2275.

Agents at Canton: Messrs. T. E. GRIVITHS, LTD.

SHIPPING

CP & OS

HONGKONG to VACOUVER

(via Shanghai, Nagasaki ("Mojji") Kobe & Yokohama)

FROM HONGKONG

STEAMERS

Empress of Russia July 1 July 19

Empress of Japan July 20 Aug. 10

Empress of Asia July 29 Aug. 16

Monteagle Aug. 12 Sept. 5

Empress of Russia Aug. 28 Sept. 13

Empress of Japan Sept. 14 Oct. 4

Empress of Asia Sept. 23 Oct. 11

Monteagle Oct. 21 Nov. 8

Empress of Russia Oct. 28 Nov. 19

Empress of Japan Nov. 9 Nov. 30

Empress of Asia Nov. 18 Dec. 6

Empress of Russia Dec. 16 Jan. 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are congested as on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here will cover all such reservations.

For fares and other information please apply to Telephone 722 HONGKONG OFFICE. Cable Address: GACANTAC.

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OCEAN SERVICES

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,200 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

August 19th 1920. July 22nd 1920.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER. Tel. Passenger Dept. 1934.

Prince's Buildings, 100 House Street. Tel. Freight Dept. & Agent, 2161.

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HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers, Electric Light and Fans in State-rooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 8 to 10 Days)

HAIPHONG Capt. J. S. Thomson FRIDAY 25th June, at 2 p.m.

HAIPHONG Capt. W. C. Passmore TUESDAY 29th June, at 2 p.m.

HAIPHONG Capt. A. H. Stewart FRIDAY 2nd July, at 2 p.m.

AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK VIA PANAMA CANAL.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Sata), EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED

For

LONDON AND HAMBURG "KATHLAMBA" On 10th July.

Subject to change without notice.

THE BANK LINE, LTD.

Or, to REISS & Co. Canton. General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(QUEEN S. S. CO. LD. & CHINA MUTUAL S. S. CO. LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S. S. CO. LD.)

SAILINGS FROM HONGKONG

"DEUCALION" via Sata 5th July

Steamers proceed via Sata Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

CHINA COAST, ETC.

HAIPHONG AND HOIHOW.



SHIPPING

# P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).  
**MAIL AND PASSENGER SERVICES**  
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST  
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.  
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED  
SEA, EGYPT, EUROPE, &c.

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S. S.	Tons	From Hongkong (about)	Destination
"KARNATA"	8,000	29th June	MASSILLON LONDON & A'warp.
"DEWARA"	8,100	17th July	MASSILLON LONDON & A'warp.
"DIWARA"	8,400	17th July	Straits Colombo & Bombay.
"LAHORE" (Cargo)	8,500	23rd July	MASSILLON LONDON & A'warp.
"KALYAN"	9,000	10th Aug.	MASSILLON LONDON & A'warp.

**BRITISH INDIA-APCAR SAILINGS (South)**

"MADRAS"	8,900	4th July	Straits, Rangoon and Calcutta.
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**EASTERN & AUSTRALIAN SAILINGS (South)**

"ST. ALBANS"	4,500	30th July	Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
"EASTERN"	4,000	13th Aug.	

**SAILINGS TO SHANGHAI & JAPAN**

"ST. ALBANS"	4,500	29th June	Kobe direct.
"LAHORE" (Cargo)	8,500	3rd July	Shanghai and Japan.
"DIWARA"	8,400	18th July	Shanghai only.
"KALYAN"	9,000	13th July	Shanghai and Japan.
"JEYPORE" (Cargo)	5,300	14th July	Shanghai and Japan.

**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.**

Tickets Interchangeable.  
1st Saloon Passengers may travel by R.I.N. Company's steamers between  
Singapore and Calcutta or Singapore and Madras in lieu of the section of  
their P. & O. Tickets Singapore to Colombo.  
All Cabins are fitted with Electric Fans free of charge.  
Passengers and Sailing dates are liable to be cancelled or altered without notice.  
Passes measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the  
Company's Office up to noon on the day previous sailing.

**NOTICE TO CONSIGNEES**

Consignees are reminded of the necessity to apply to the Company's Agents  
regarding arrival of consignments expected of which they have received documents  
or advice.  
Any damaged packages must be left in the Godowns for examination by the  
Consignee and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.  
on MONDAYS and THURSDAYS. All claims must be presented within ten days  
of the steamer's arrival here, after which date they cannot be recognized. No  
claims will be admitted after the goods have left the Godown.  
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to  
**MACKINNON, MACKENZIE & CO.,**  
28, Des Voeux Road Central, HONGKONG. Agents.

## N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

**SEATTLE & VICTORIA** via Shanghai & Japan ports.  
Cargo to Overland Points U. S. in connection with Great Northern, Northern  
Pacific, and Chicago, Milwaukee & St. Paul Railways.  
TAIYAMA MARU (Calling Manila & Keelung) Wday, 30th June, at 11 a.m.  
KATORI MARU (Calling Manila) Sunday, 4th July, at 11 a.m.  
KASHIMA MARU (Calling Manila & Keelung) Monday, 16th Aug., at 11 a.m.

**LONDON & ANTWERP** via Singapore, Malacca, Penang,  
Colombo, Suez, Port Said & Marseilles.  
INABA MARU ... .. Sunday, 27th June, at Noon.  
KAMOMARU ... .. Friday, 9th July, at Noon.  
IYO MARU ... .. Friday, 23rd July, at Noon.

**HAMBURG, LONDON & ANTWERP** via Singapore.  
Colombo, Suez and Port Said.  
TSUSHIMA MARU ... .. Saturday, 10th July.

**LIVERPOOL & MARSEILLES** via Singapore, Colombo,  
Suez and Port Said.  
TOKIWA MARU ... .. Friday, 9th July.

**MELBOURNE & SYDNEY** via Manila, Zamboanga, Thursday  
Island, Townsville & Brisbane.  
NIKKO MARU ... .. Wednesday, 21st July, at 11 a.m.  
AKI MARU ... .. Wednesday, 16th August, at 11 a.m.

**NEW YORK & HAVANA** via Kobe, Yokohama, Murnora,  
San Francisco, Panama & Colon.

**SOUTH AMERICAN PORTS** via Cape.  
KAWACHI MARU ... .. Saturday, 10th July.

**BOMBAY & COLOMBO** via Singapore.  
YOKOROBU MARU ... .. Monday, 6th July.  
SHINTO MARU ... .. Middle of July.

**CALCUTTA & RANGOON** via Singapore & Penang.  
MALACCA MARU ... .. Monday, 28th June.

**JAPAN PORTS**—Nagasaki, Kobe & Yokohama.  
AKI MARU ... .. Wednesday, 21st July, at 11 a.m.  
TANGO MARU ... .. Saturday, 21st August at 11 a.m.

**SHANGHAI, KOBE & YOKOHAMA**  
TOYAMA MARU ... .. Tuesday, 20th June.  
ATSUTA MARU ... .. Wednesday, 20th June.  
NAGANO MARU ... .. Thursday, 1st July.

NIPPON YUSEN KAISHA.  
S. YAMADA, Manager.

TELEPHONE Nos. 293 & 292.

SHIPPING.

## CANADIAN PACIFIC OCEAN SERVICES, LTD.

For VICTORIA and VANCOUVER, B.C.  
— VIA —  
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

## S.S. "MATTAWA"

Will sail from HONGKONG on or about 2nd JULY.

Through Bills of Lading issued to Canadian and  
U.S. overland points.

For freight apply to—

P. A. COX,  
Acting General Agent,  
C. P. O. S., Ltd.

## Bicycle Riders

Now you can coast up hill

The Johnson Motor Wheel makes  
any bicycle into a two cylinder motor  
cycle in 30 minutes. Strong enough  
for any man, light enough for women  
and children. Speed 6 to 35 miles an  
hour. 150 miles on a gallon of gasoline.  
Magneto and electric light generator.  
Built of the best materials  
to give thousands of miles of  
reliable service.



AN ordinary bicy-  
cle with a Johnson  
motor wheel in  
place.  
Come in and let us demonstrate this remarkable motor.  
**UNION ENGINEERING CO., LTD**  
York Building, Chater Road.

## THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two Slipways and can accommodate any craft  
of 200 feet long.  
Town Office: 64, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.  
Slipway: Shun-Sui-Po, Kowloon, Hongkong. Telephone No. 3.  
Estimates furnished on application.  
Hongkong, April 1, 1912.

## E. HING & CO. LARGE STOCK OF SHIPBUILDING MATERIALS, viz. Steel Ship Plates, Angles and Bars. Also Shipchandlery Articles.

Telephone No. 1152. 25, Wing Woo Street, Central.

## A. KWAI & CO.

12 & 13 Connaught Road Central, HONGKONG.

**"NAVY CONTRACTORS"**  
Ship-Chandlery, Coal Merchants,  
Sail-Makers, General Storekeepers  
AND  
Soap and Soda Manufacturers.  
Cable Add. "AKWAI". TEL. NO. 198.

## WING KEE & CO.

22, Connaught Road Central.

**COAL MERCHANTS,  
SHIP CHANDLERS, COMPRADORES  
AND  
STEVEDORES.**  
Cable Add. "CHICOT". TEL. 144.

## MITSUBISHI SHOJI KAISHA, LTD. (Mitsubishi Trading Co.) COAL, GENERAL IMPORTS and EXPORTS.

SOLE PROPRIETORS OF  
TAKASHIMA, OCHI MUTABE,  
KISHIDA, YOSHINOZAKI,  
HOJO, HAMAZUTA, SATO, SHI-  
NEW, KANADA, KIRAI, KAMIYA,  
MADA, and OYABAKI.  
AGENTS FOR SAKITO COAL.

Head Office:—TOKYO.

Branches and  
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Nagasaki, Karatsu, Wakamatsu, Maui,  
Kobe, Osaka, Fukuoka, Nagoya,  
Tokushima, Tokyo, Hakodate, Muroran,  
Otsu, Vladivostok, Peking, Tientsin,  
Dairen, Tsingtao, Tientsin, Hankow,  
Shanghai, Hongkong, Canton, Manila,  
Singapore, Rangoon, London, Paris,  
New York and Seattle.

Cable Address:—IWABAKI.

Cable:—A. I. A. B. O. 54, 55, 56.

Western Union and Bentley.

Agencies for: The Mitsubishi Marine &  
Fire Insurance Co.  
The Osaka Marine &  
Fire Insurance Co.

For Particulars, apply to—

S. KOMURA, Manager

No. 14, FAYAT STREET, HONGKONG.

## MEE CHEUNG HIGH CLASS PHOTOGRAPHER. Ice House Street. TEL. 1015.

A large stock of  
Kodaks and Kodak  
Supplies  
Just arrived.

## TAIYO & CO. GALVANIZED BOOTS AND SHOES MADE TO ORDER. No. 25, Wyndham St.

## 'CHINA MAIL' OVERLAND EDITION

THE BEST WEEKLY NEWS  
PAPER FOR ALL INTERESTED  
IN HONGKONG AND CHINA  
GENERALLY.

ORDER IT BEFORE GOING  
HOME: AND THUS KEEP IN  
CLOSE TOUCH WITH THE  
COLONY.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship,  
"DURBAN MARU,"  
having arrived from the above Ports,  
Consignees of Cargo are hereby informed  
that their Goods are being landed and  
placed at their risk in the Hovokore  
& Kowloon Wharf & Godown Company's  
Godowns at Kowloon, where each consignment  
will be sorted out mark by mark and  
delivery can be obtained as soon as  
the Goods are landed.

Optional Goods will be carried on unless  
instructions are given to the contrary  
before Noon, TO-DAY.

Goods not cleared by the 30th June,  
1933, will be subject to rent.  
Damaged Packages must be left in the  
Godowns for examination by the Con-  
signee's and the Co.'s representatives  
at an appointed hour on TUESDAY and  
FRIDAY. All claims must be pre-  
sented within ten days of the steamer's  
arrival here, after which date they cannot  
be recognized. No claims will be admitted  
after the goods have left the Godown.

NIPPON YUSEN KAISHA,  
Agents.

Hongkong, June 23, 1933.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship  
"PENANG MARU,"  
having arrived from the above Ports,  
Consignees of Cargo are hereby informed  
that their Goods are being landed and  
placed at their risk in the Hovokore  
& Kowloon Wharf & Godown Co.'s  
Godowns at Kowloon, where each consignment  
will be sorted out mark by mark and  
delivery can be obtained as soon as  
the Goods are landed.

Optional Goods will be carried on  
unless instructions are given to the  
contrary before NOON, TO-DAY.

Goods not cleared by the July 1, 1933,  
will be subject to rent.  
Damaged packages must be left in the  
Godowns for examination by the Consignee's  
and the Co.'s representatives at an ap-  
pointed hour on TUESDAY and FRIDAY.

All claims must be presented within  
ten days of the steamer's arrival  
here, after which date they cannot be  
recognized. No claims will be admitted  
after the goods have left the Godown.

NIPPON YUSEN KAISHA,  
Agents.

Hongkong, June 24, 1933.

NOTICE TO CONSIGNEES.

THE Steamship

"PERSIA"

FROM TRIESTE, PORT SAID,  
ADEN AND SINGAPORE.

CONSIGNEES of Cargo are hereby  
informed that all Goods are  
being landed at their risk into the Go-  
downs of the Hongkong and Kowloon  
Wharf and Godown Company, Ltd.,  
at Kowloon, whence and/or from the  
wharves delivery may be obtained.

Optional Cargo will be forwarded  
unless notice to the contrary be given  
before 22nd inst.

No claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undelivered after the  
28th inst. will be subject to rent.

All claims against the steamer must  
be presented to the Undersigned on  
or before the 10th prox, or they will  
not be recognized.

All broken, chafed and damaged  
Goods are to be left in the Godowns  
where they will be examined on the  
28th inst. at 10 a.m. by Goddard and  
Douglas.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned  
by

DODWELL & Co., Ltd.

Agents.

Hongkong, June 22, 1933.

SHIPPING

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U. S. MAIL LINE.  
Operating the New First Class Steamers  
"ECUADOR" "VENEZUELA"  
& "COLUMBIA"  
HONGKONG TO SAN FRANCISCO  
via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.  
**THE SUNSHINE BELT**  
The most comfortable route to America and Europe.  
SAILINGS FROM HONGKONG at HOOE.  
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accommodation for a limited number of saloon-passengers.  
All steamers carry a duly qualified surgeon.  
Cargo taken on through Bills of Lading to all Overland Points to the  
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For Knots 75c, \$1.00, \$1.25 each

# MACKINTOSH

& CO., LTD.  
Men's Wear Specialists.  
16, Des Voeux Road. Telephone 29.

### CAMOUFLAGE.

#### MR. S. J. SOLOMON'S STARTLING THEORIES.

In the current number of the World's Work Mr. Solomon J. Solomon, R.A., writes on "The Secret of German Camouflage," and arrives at some startling conclusions. In particular he attributes the success of the German offensive of March, 1918, to the superiority of the enemy's camouflage, and he asserts that we had the Germans in the hollow of our hands at that moment but for official obstruction and apathy in the matter of camouflage. Mr. Solomon insisted Camouflage in the British Army, but as he remarks he was only for a short time in contact with actual war conditions. During his stay in France a grass threaded fishing net was devised for covering guns and positions, and this net, he states, became "the universal camouflage with us and the French." The reference is clearly to the raffia threaded net, which so far from becoming the universal camouflage was definitely scrapped by the British after the battle of Messines because it was found that the raffia bleached after a short exposure to the sun and thus became easy of detection. Its place was taken by a net threaded with strips of canvas.

Mr. Solomon's main contention, however, is that the enemy covered whole fields with camouflage material thus providing concealment for at least half a million men. He states that enormous areas were found to be under the cover of the German version of their fishing net. To this statement an officer who was a practical camouflager throughout the war replied by a monosyllabic question, "Where?"

AN EXPERT ENQUIRY.  
After the artistic special enquiry was made by experts into Mr. Solomon's theory, "Not a trace of these vast camouflage areas, the very existence of which depends solely on deductions from aerial photographs, could be found. Investigations were made at three points where, according to Mr. Solomon's interpretation of the photographs, the Germans had covered big areas, and it is inconceivable that the enemy should have been able to conceal or destroy all vestiges of such important erections.

There are various reasons for which the practical camouflager declares such camouflage an impossibility. On the one hand it is beyond belief that work of so extended a character could have been carried on at a short distance behind the lines without detection. Thousands of men must have been engaged, and many tons of uprisings and material brought up into the neighbourhood of the front. It would have been the work of months or years, and secrecy could scarcely have been preserved.

LUDENDORFF'S ADMISSION.  
On the other hand anyone who has tried to camouflage a field knows that there is no material except wire netting which will not eventually sag between the uprights, and that so, a shadow is produced which betrays the camouflage on the photographic plate. The task of covering a field with wire netting in such conditions is so difficult that it is hardly worth consideration. In point of fact the enemy had far more interest in concealing his material preparations from our eyes than the movement of his troops because such preparations betray his designs long before troops are moved, and actually the best authorities are agreed that when he surprised us it was due not to camouflage but to rapidity of movement.

Ludendorff himself in army orders admitted the remarkable efficiency of our camouflage, and those who studied German camouflage on the spot after the armistice are convinced that so far from evolving a complete camouflage theory before the war the enemy contented himself with following the example of the British and French in this matter.

#### NOW IS THE TIME

FOR rheumatism you will find nothing better than Chamberlain's Pain Balm. It is the time to get rid of it. Try this liniment and you will quickly find it will relieve the pain and soreness. For sale by all Chemists and Storekeepers.

### OPIUM SMOKING.

The condition of ecstasy and subliminal, exaltation to which the habitual opium smoker aspires by the inhalation of his narcotic fumes has been the theme of more novelists than one, when their stories have introduced the "dope" or opium den element. Scientific enquiry into the exact constitution of the smoke of opium has been made from time to time, and the results obtained show in percentage from the various volatile bodies which, when inhaled collectively, produce the pleasurable sensations which make the opium smoking addict so unwilling to break away from his deleterious habit. Mr. Frank Browne, who was for a long time analyst in the Government laboratories, Hongkong, gave in a recent article in the *Pharmaceutical Journal*, a resume of his detailed estimation of the smoke of gross opium extract—a preparation in chief use by opium smokers in the East. It was found that the constituents of the smoke of this gross opium extract (which was prepared for smoking by a Chinese conversant with the method) are pyridine, morphine ammonia, and hydrocyanic acid. The amount of morphine present in the smoke was found to be 0.016 per cent. and that of hydrocyanic acid 0.0103 per cent., both calculated on the original extract used for the experiment compared with the morphine strength of the original gross opium extract (which is 7.35 per cent.) the morphine present in the smoke is very small indeed so that as Mr. Browne remarks the pleasurable sensation experienced by the smoker must be due to the inhalation of the pyridine, ammonia, and hydrocyanic acid.

### CAN MATTER HIDE ITSELF?

Herbert Chadley, D.Sc., London, says: The scientific world some time back was much excited at the alleged confirmation of Einstein's relativity theory which gives a new aspect to the subject of gravitation. Prof. Marjorana of Turin University has now partially demonstrated with a beautiful piece of apparatus a new idea which is of almost equal consequence, e.g., that matter slightly screens the action of gravity. As is well known gravitation acts through matter as if it were not there. The weight of a tael of sycee is the same whether it rests on an open wire net or a solid table. Marjorana claims "to have shown that this is not quite correct and that the more massive a thing is the less effective is the unit of mass to attract others. Thus two pounds of sycee would weigh, i.e. be attracted by the earth, slightly less than twice one pound and consequently the real mass of a very large body may be appreciably greater than its apparent mass. For example, the sun is reputed to have a density about one-and-a-half times that of water but, if Marjorana is correct, it might have a density even ten times as great as that of water, the difference being masked by the fact that the outer parts of the sun obstruct the attraction of the inner parts.

If this be true, it will serve to explain the well known discrepancy as to the loss of the sun's heat and may also be invoked to explain the production of heat itself in the sun and stars by the quasi-disappearance of mass when collected in immense quantities. Marjorana is making some new experiments on a larger scale which should be decisive on this question.

#### CROUP.

THIS disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack of croup appears, and then send for medicine and let the child suffer until it can be obtained. Chamberlain's Cough Remedy is prompt and effective and has never been known to fail in any case. Always have a bottle in the house. For sale by all Chemists and Storekeepers.

### CHINA OF TO-DAY.

#### INTERVIEW WITH SIR JOHN JORDAN.

#### A MILITARY CASTE'S RISE.

#### TRADE OPENINGS AND RELATIONS WITH THE BRITISH.

Sir John Jordan, P.C. K.C.B., K.C.M.G., C.M.G., accorded the *Evening Standard* the following interview on his arrival in England. China to-day is beset by a new problem. It lies in the effort that is being made in certain quarters to convert it into a military nation. Sixty-five per cent. of the revenue is now being spent on militarism, and that is disquieting, for many reasons. The Chinese are peace-loving people, who do not want to concern themselves with war. Their administration has always been of a civil character, in harmony with the needs of a population that relies mainly on agriculture. A typical Chinese is the contented small-holder, who lives with his family on the ancestral farm and rarely travels 20 miles away from it. He is hardly able to read or write, and he has no interest in politics, but he is satisfied. The mercantile classes, better educated, have equally good points. They can be relied upon; they are generous, happy, and good-humoured. They have not the sad look that one sees on the faces of most Eastern peoples.

#### WHAT THE PEOPLE DESIRE.

These people desire nothing more than to live in peace, but as a result of the revolution and the war with Germany a military caste has arisen, which is trying to impose its will on the rest of the nation, with results that are alien to the Chinese spirit, and traditions. It will have a tremendously important effect on the world if a peaceable country of more than 400,000,000 peaceable inhabitants becomes militarist.

China to-day may be said to be a country without a head. The President has excellent qualities, but his power is limited, and the Government in effect is decentralized. It is conducted through the provinces, each one of which is of very much larger area than our country.

The provinces are in charge of military men with their armed forces, and until this military policy is abandoned the position is unsatisfactory.

The transitory stage is one of utmost importance, not only to China, but to the rest of the world, and everything depends on the course that developments take.

The patriarchal system is changing very fast now. The conditions under which an edict of the Empress Dowager went all over the country have disappeared completely.

The situation is one in which there are immense possibilities that neither we nor China can afford to ignore.

#### BRITISH TRADE.

So far as our trade is concerned British residents in China often complain of the lack of interest shown in their work by the people at home, who, it is felt, do not appreciate adequately the magnitude of our interests in that great country.

As one who has spent 44 years in the Far East, I can certainly bear testimony to the splendid work that is being done by the British community and the immense potentialities that exist.

China is a very wealthy country, huge in extent and of great resources. The British people out there are extremely enterprising, and are doing very good work.

Through chambers of commerce they have accomplished great things, and are holding their own well against competitors. A large share of the trade formerly carried on by Germany has been secured, and I have no fear at all for our trade there.

The lament is often heard, however, that we cannot get goods quickly enough from England, and in consequence orders have been sent to America. A little expediting in delivery of the goods from home would be beneficial for the Chinese as they are always eager to take our goods.

#### ABUNDANT OPENINGS.

There is a great deal of co-operative effort between the British and the Chinese traders, and this form of development offers great promise for the future. The Chamber of Commerce lays great stress upon it.

Anglo-Chinese effort has resulted in very amicable relations, and there are abundant openings for extension. The mining wealth of China, for instance, is almost untouched. Coal might be developed very much more than it is at present. Two great coal enterprises—the Kailan Administration in the North and the Fuchung in Honan—are being run very successfully by the British and Chinese and they give great promise for any future extension of the same co-operative principles in other directions.

Since I first went to China 44 years ago, the country has seen many important changes. The cable had reached Shanghai only a year or two previously, and there were no telegraphs, no railways, and no postal arrangements as we understand them now.

Those conditions have given way to modern enterprise. That has brought with it in some quarters

### WHISKY BY TORPEDO.

#### NEW SMUGGLING DEVICE.

Information received by the New York police shows that electrically operated torpedoes with whisky are being sent daily across the river from the Canadian to the American shore. There are three torpedoes in use of ten, fifteen, and twenty-five gallon capacity. They are of copper construction, with a propeller at the nose actuated by electric storage batteries. They submerge 100 feet, and require about five minutes to cross the river. After being "caught" and emptied on the American side, the torpedoes are ballasted with water and sent back.

the telephone, wireless, and even aeroplanes.

In the seventies we had no access at Peking to the Government of the country. The Emperor lived in absolute seclusion in his palace, and only once, in 1872, had there been an audience with him.

#### THE ATTITUDE TO FOREIGNERS.

There was only one newspaper in the whole of China, and that was a foreign one; now there are newspapers all over the country.

Just as great has been the change in the attitude of the people towards foreigners—a change particularly pronounced with regard to missionaries. Hostility has been succeeded by a friendliness that results in missionaries acquiring very considerable influence.

One of China's greatest achievements, I think, was the suppression of opium. The whole country was practically cleared of it. Unfortunately in the last few years there has been a relapse, but I think the Chinese in the end will suppress it altogether.

A great deal of harm is being caused at the present time through the smuggling into North China of morphia. This is used for the doping of Chinese, who visit little huts, place their arms through an opening, and receive an injection after paying a few cents for the purpose. This may be one of the results of prohibiting the use of opium, and it is exceedingly harmful.

The belief is commonly held in China, although I do not know with what authority, that this morphia is exported from our country and sent through America and Japan.

#### TRUSTFUL RELATIONS.

The trustful relations that exist between England and Chinese business men would probably surprise some commercial people in this country. The Chinese have a great sense of honour, and big transactions are carried through in many cases without any resort to documents.

The comprador (Chinese manager) will often have thousands of pounds paid over to him by the English head of a firm without any receipt being asked for or expected; there is an implicit trust which is never shaken.

Of course, modern conditions have had their effect in some cases, the temptations to dishonesty being apt to be too great in some of the smaller companies with compradores, who do not possess the old standard of honour.

One of China's greatest needs is improved communications. Much has been done, but instead of the present six thousand miles of railways there should be thirty or forty thousand miles. We have 16 million pounds invested in Chinese railways, and concessions waiting to be developed to the extent of 25 million pounds.

#### TWO MILLIONS ON AEROPLANES.

To improve communications in the country will benefit trade enormously, and a recent contract for two million pounds' worth of aeroplanes is very enterprising. The machines are to be used for commercial purposes, and the Chinese who eventually are to fly them are said to make very good pilots.

Incidentally Chinese women are very interested in flying, which is one indication of the extent to which their habits are changing. The conditions of the Chinese women are improving considerably; they are travelling abroad now, and they are being better educated. Foot binding is on the decrease, and in various ways the women are obtaining an altered status. There are "women's rights" in China now and advanced representatives of the sex, just as there are in other countries. Women have not yet entered business, but there are some women doctors.

#### WHEELBARROWS AND MOTORS.

Coincident with the modern amenities of places like Peking and Shanghai, however, are the customs of another age. The heavy Peking cart, box-shaped and covered in, travels side by side with the train; and the motor-car competes with the ricksha and the pack animal; while in the north the favourite vehicle of transport is still the wheelbarrow.

It carries both people and merchandise, and goes breaking along with an awful noise. The Chinese thinks the noise is the best part of it. Noise plays a great part in the Chinese life. In a motor-car he delights in sounding the horn to an extent that would greatly impair his popularity in this country. At the theatre, too, he is just as fond of noise, and symbols make an irresistible appeal to him.

### MAGIC IN LONDON.

#### HERBALISTS' STRANGE CURES.

Incantations and spells are often woven within sound of the rumble of London's motor-omnibuses.

The scene is a little shop of a herbalist in the East End, says the *Times*. A mother brings her child, whose leg has been scalded by boiling water spouting from a kettle. The herbalist—an old man with a white beard—blows his breath three times on the blisters of the scald, and says—

"Here come I to cure a burnt sore."

If the dead knew what the living endure.

The burnt sore would burn no more."

The next visitor may be a young girl, who wants a charm to bring back and retain the wandering affections of her lover. She is told that she could not do better than to give him secretly in a cup of tea poison brewed from the roots of the tormentilla—a little yellow flower of the grasslands. The herbalist is a bit of a wag. He cautions the girl to be careful not to administer the potion by mistake to the cat, as the poor animal would die of her unrequited affections.

In a cosmopolitan city like London most of the superstitions and survivals of the world are to be found. Superstitions were certainly revived during the war. There was a remarkable vogue in fortune telling, and a demand for charms and amulets which brought good luck or preserved the wearer from danger. In this way, what are called the lower and uneducated classes stretched out their hands gropingly to try to get into touch with the supernatural just as the better and more intelligent ranks of society availed themselves of the "spiritualistic mediums" for the purpose.

#### A "BOOMING" TRADE.

The herbalist does a large trade in cures for various diseases. For cuts and bruises he has an ointment made of the leaves of the elder—the tree upon which, legend has it, Judas hanged himself. He has decoctions of the nettle for chest complaints and of the blood. Much of this branch of his business has little or no relation to superstition. The remedies he provides are to some extent, derived from folklore, and have the recommendation of success, as well as of age, behind them. Of quite a different class is the necklace of blue beads which is said to ward off bronchitis. The depth of human credulity is still more exhibited by the stone having a natural hole through it, which avers that dreams—unpleasant things in themselves and forecasts of evils to come. The more gruesome an object is the more efficacious it appears to be. There is hardly anything that a coffin ring got out of a grave will not accomplish; and next to that in efficacy is a stone which has been bitten by a mad dog.

The belief in particular charms rises and wanes, according to circumstances. At one time nearly all seafarers regarded a child's caul as a sure protection from drowning. When it fell entirely out of fashion. During the German submarine menace as much as 25 would be given for one in the East end. Now that the safety of the ocean highways has been restored it would be hard to find a sailor who would accept a present of a child's caul.

### WHISKY BY PARACHUTE.

#### SMUGGLING IN AMERICA.

Prohibition agents discovered whisky being smuggled by aeroplane across the Canadian border to Montana, and then landed by parachutes. There is also evidence of cases being sent across the Niagara River by improvised aerial bridges. Undoubtedly considerable quantities have been landed on the coast of Maine by swift motor-boats. In New York a big restaurant where whisky was sold openly at a dollar a small glass was raided by the police, and many of the patrons arrested. There seems little public support for the police in enforcing prohibition; and the threatened raids on private homes where the cellars are devoted to making "cider, beer and inferior spirits" would be bitterly resented. There is no real demand for a return to the gin palace and poor ale bars, now happily abolished, but probably the majority of Americans desire either local option or Government permission to buy beer and light wines. It is realised that America is going to suffer acutely from a shortage of labour unless a big influx of Italians arrives this year, and it is questioned if the Italians will be content with sarsaparilla and soda-water.

#### FOR A LAME BACK.

WHEN you have pain or lameness in the back, the back has the parts with Chamberlain's Pain Balm. It is a day's massage with the palm of the hand for five minutes at each application. Then dampen a piece of flannel slightly with this liniment and bind it on over the seat of pain. For sale by all Chemists and Storekeepers.

## DAIRY FARM NEWS.

### FROZEN SMOKED FISH

New shipment ex S.S. "Cardiganshire"

SELECTED FILLETS	60 cents per lb.
FINNAN HADDOCKS	50 " "
SELECTED KIPPERS	40 " "
RED HERRINGS	30 " "

#### GOUDA CHEESE

DIRECT FROM HOLLAND

85 cents per pound.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

### BROKEN MARRIAGE VOWS.

#### SUGGESTED PUNISHMENT.

#### STOCKS AND DUCKINGSTOOLS.

The stocks and ducking-stools for those who fail in respect to their marriage vows or who have not a proper sense of duty in regard to the relations of the sexes is suggested by Lady Becham, Secretary of the Marriage Defence Council. "I do feel," she said to a representative of the *Globe*, "that the breach of the Seventh Commandment should be punishable by law. I say this because such conduct is condoned by the provisions of the Bill which Lord Buckmaster is bringing before the House of Lords, and because I hold that to extend the reasons for divorce and the opportunities for divorced persons to remarry is an iniquity. I maintain that much of the wrongdoing in this world is the fault of those who do not realise that it is wrong. That facilities for laxity should be deliberately provided by the law of the country is nothing short of a scandal. All this legislation in secret for those who have no sense of duty and no self-control is unworthy of the English people and alien to the English spirit."

"We hear far too much from the Divorce Law Reform Union and kindred organisations about unhappy couples who wish to be free of one another. What we do not hear so much about is the wrongfulness of sullying the convenience of these unhappy couples at the expense of posterity. What the divorce reformers want, and what they are getting in the Buckmaster Bill, is simply the abolition of the monogamic principle. They are trying deliberately to upset the moral foundations of British character. In days like these when Britain stands before the world for all that is solid and good in the moral progress of humanity, the discredit of British family life is no mere national affair but the concern of the whole world. Other approaches are made to religiously minded people who are told that they must not have the details of divorce cases published in the Press and that divorce should be made secret. Secret divorce means easy divorce and the beginning of that is the beginning of destruction. Even if you ask me whether I would not have a man or a woman given facility to be free of an insane wife or husband my answer would be no.

"An insane brother or sister is still a brother or a sister, and there you have a relationship which is less intimate than that which subsists between husband and wife. Surely such misfortune is only a reason for making the bond closer and the responsibility more binding and complete. Thackeray, whose wife became insane shortly after their marriage, devoted his whole life to her and to their two little children. He never asked for freedom, but shouldered his responsibilities and duties like the great Englishman he was. Why should not the same be demanded from lesser men and women? In America we see the evil effect upon the nation of easy divorce. We cannot afford to fall into the same condition here."

#### A WIRELESS TORPEDO.

#### NEW FRENCH INVENTION.

A wireless torpedo, invented by a French engineer, will completely change the character of naval warfare if its claims are fulfilled, says the *Daily Mail*. It consists of what the inventor calls an "electric safety lock." The mechanism to direct the course of a torpedo, and secure its explosion against an enemy's warning can be worked not only by wireless waves of the right length, but also by a proper sequence of Morse signals. Any error in the right sequence of dots and dashes would run the mechanism down to zero again, and render the torpedo harmless. Each torpedo launched would have its own key sequence of dots and dashes, so the enemy would be unable to tamper with it.

### MR. A. G. GORDON.

#### DEATH AT BOMBAY.

#### A LINK WITH THE PAST.

It is with deep regret that we have to announce the death at Bombay on June 21, of Mr. Alexander Grant Gordon, one of the oldest European residents of Hongkong. The telegraphic news of his death came as a painful shock to his many relative and friends here yesterday.

The late Mr. Gordon had been very ill for many weeks, and having recovered sufficiently, left the Colony by the s.s. "Novara" on May 27, bound for Home to undergo a course of treatment at one of the English watering places. He took a turn for the worse on the voyage, and had to leave the ship at Bombay, where he entered a hospital. He passed away a few days later. He was accompanied by Mrs. Gordon, and Miss J. Gordon, to whom the deepest sympathy will be extended.

The demise of Mr. Gordon, who at the time of his death was head of Messrs. Gordon & Co., of St. George's Building, and general manager of the Hongkong Steam Foundry Co., Ltd., seems a link with the early history of the Colony. Born in 1852, and educated at Glasgow, he was trained as an Engineer on the Clyde, and came out to Hongkong 43 years ago. He had been intimately connected with the life of the Colony ever since. He joined the now defunct China and Malacca S.S. Co. here as supercargo, and in this capacity he was to deal with the then well-known passenger carrier, the "Diantha," "Pepa," etc. About twenty-three years later, he went Home to superintend the building of the Company's "Zafiro" and "Kishi," vessels which were also well known here. Mr. Gordon was also connected with the Brick and Tile Works at Deep Water Bay as consulting engineer, and held various other appointments, including that of surveyor of the Marine Board of Underwriters of Philadelphia and San Francisco, which his qualifications as a member of the Institute of Navy Architects and of the Institute of Marine Engineers enabled him to undertake with ability. Under the Hongkong Government, he held the post of surveyor of boilers of private steamships, under fifty tons. He was also a Justice of the Peace in the Colony. In fact, there was hardly one of the many earlier institutions in Hongkong with which Mr. Gordon was not connected in some way or other. He was the founder of the present firm of Messrs. Gordon & Co., and had been senior partner of the firm since 1880. It was largely due to him that the Steel Works at Shaikwan were originated.

In local society, Mr. Gordon was one of the leading figures, and a "For Crest," his home on the Peak, was a very generous host. The parent of St. Andrew's Society and one of its earlier presidents, he was the sole survivor in the Colony of the Solomon Society. Immediately before his departure for Home, Mr. Gordon was a keen promoter of the Croquet Club. During the war Mr. Gordon did much towards the Red Cross and other funds, being one of the conveners of the Heather Day and St. Andrew's Fair, the most successful of the St. Andrew's Society's efforts. Amongst those who will most regret Mr. Gordon's death are the members of the Institute of Engineers and Shipbuilders of which he was a keen member and a great help and aid. It is believed, one of his origins.

#### A POLENT CONVICT.

#### SERVED AT GOVERNORS' TABLE.

A convict who proved himself such a good worker that he won his freedom for his politeness and attention to his work has been released from Sing Sing Prison in the United States. The convict, who was serving a 15 sentence, was selected three years ago as servant at the table of the prison warden. The prison proved himself a most efficient worker and many high officials and friends of the warden were very favourably impressed by him. He has been released by the warden. He has been a black man while in prison, and now the authorities are making an effort to find him a suitable job.







